

Coast Guard, DHS

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connecting the following geographic positions:

Latitude	Longitude
39°00.00' N	74°41.00' W
38°50.48' N	74°50.30' W
38°48.80' N	74°55.25' W
38°48.33' N	74°59.30' W
38°49.10' N	75°01.65' W
38°51.27' N	75°02.83' W

[CGD 97-004, 65 FR 12945, Mar. 10, 2000]

§ 167.174 Off Delaware Bay: Precautionary area.

A precautionary area is established as follows: from 38°42.80' N, 74°58.90' W; then northerly by an arc of eight nautical miles centered at 38°48.90' N, 75°05.60' W to 38°48.32' N, 74°55.30' W; then westerly to 38°47.50' N, 75°01.80' W; then northerly to 38°50.75' N, 75°03.40' W; then northeasterly to 38°51.27' N, 75°02.83' W; then northerly to 38°54.80' N, 75°01.60' W; then westerly by an arc of 6.7 nautical miles centered at 38°48.90' N, 75°05.60' W to 38°55.53' N, 75°05.87' W; then southwesterly to 38°54.00' N, 75°08.00' W; then southerly to 38°46.60' N, 75°03.55' W; then southeasterly to 38°42.80' N, 74°58.90' W.

Datum: NAD 83.

[CGD 97-004, 65 FR 12946, Mar. 10, 2000]

§ 167.200 In the approaches to Chesapeake Bay Traffic Separation Scheme: General.

(a) The traffic separation scheme in the approaches to Chesapeake Bay consists of three parts: a Precautionary Area, an Eastern Approach, and a Southern Approach. The Southern Approach consists of inbound and outbound lanes for vessels drawing 12.8 meters (42 feet) of fresh water or less, separated by a deep-water (DW) route for inbound and outbound vessels with drafts exceeding 12.8 meters (42 feet) in fresh water and for naval aircraft carriers. Each part is defined geographically, using North American Datum 1983 (NAD 83), in §§ 167.201, 167.202, 167.203.

(b) All vessels approaching the Traffic Separation Scheme in the Approaches to Chesapeake Bay should use

the appropriate inbound or outbound traffic lane.

[CGD 90-039, 59 FR 21937, Apr. 28, 1994, as amended by USCG-2010-0718, 75 FR 77534, Dec. 13, 2010]

§ 167.201 In the approaches to Chesapeake Bay: Precautionary area.

A precautionary area is established bounded by a circle with a two-mile radius, centered on the following geographic position:

Latitude	Longitude
36°56.13' N	75°57.45' W

[CGD 90-039, 59 FR 21937, Apr. 28, 1994, as amended by USCG-2010-0718, 75 FR 77534, Dec. 13, 2010]

§ 167.202 In the approaches to Chesapeake Bay: Eastern approach.

(a) A separation line is established connecting the following geographical positions:

Latitude	Longitude
36°57.50' N	75°48.21' W.
36°56.40' N	75°52.40' W.
36°56.40' N	75°54.95' W.

(b) A traffic lane for westbound traffic is established between the separation line and a line connecting the following geographical positions:

Latitude	Longitude
36°57.94' N	75°48.41' W.
36°56.90' N	75°52.40' W.
36°56.90' N	75°55.14' W.

(c) A traffic lane for eastbound traffic is established between the separation line and a line connecting the following geographical positions:

Latitude	Longitude
36°57.04' N	75°48.01' W.
36°55.88' N	75°52.40' W.
36°55.88' N	75°54.95' W.

[USCG-2010-0718, 75 FR 77534, Dec. 13, 2010, as amended by USCG-2011-0257, 76 FR 31838, June 2, 2011]

§ 167.203 In the approaches to Chesapeake Bay: Southern approach.

(a) A separation line connects the following geographical positions:

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Latitude	Longitude
36°50.33' N	75°46.29' W.
36°52.90' N	75°51.52' W.
36°55.96' N	75°54.97' W.

(b) A separation line connects the following geographical positions:

Latitude	Longitude
36°55.11' N	75°55.23' W.
36°52.35' N	75°52.12' W.
36°49.70' N	75°46.80' W.

(c) A separation line connects the following geographical positions:

Latitude	Longitude
36°49.52' N	75°46.94' W.
36°52.18' N	75°52.29' W.
36°54.97' N	75°55.43' W.

(d) A separation line connects the following geographical positions:

Latitude	Longitude
36°54.44' N	75°56.09' W.
36°51.59' N	75°52.92' W.
36°48.87' N	75°47.42' W.

(e) A traffic lane for inbound traffic is established between the separation lines described in paragraphs (a) and (b) of this section.

(f) A traffic lane for outbound traffic is established between the separation lines described in paragraphs (c) and (d) of this section.

(g) A deep-water route is established between the separation lines described in paragraphs (b) and (c) of this section. The following vessels should use the deep-water route established in paragraph (g) of this section when bound for Chesapeake Bay from sea or to sea from Chesapeake Bay:

(1) Deep draft vessels (drafts greater than 13.5 meters/45 feet in fresh water); and

(2) Naval aircraft carriers.

(h) It is recommended that a vessel using the deep-water route established in paragraph (g) of this section—

(1) Announce its intention on VHF-FM Channel 16 as it approaches Chesapeake Bay Southern Approach Lighted Whistle Buoy CB on the south end, or Chesapeake Bay Junction Lighted Buoy CBJ on the north end of the route;

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(2) Avoid, as far as practicable, overtaking other vessels operating in the deep-water route; and

(3) Keep as near to the outer limit of the route which lies on the vessel's starboard side as is safe and practicable.

(i) Vessels other than those listed in paragraph (d) of this section should not use the deep-water route.

[USCG–2010–0718, 75 FR 77535, Dec. 13, 2010]

§ 167.250 In the approaches to the Cape Fear River: General.

The traffic separation scheme (TSS) in the approaches to the Cape Fear River consists of two parts: A precautionary area and a TSS. The specific areas in the approaches to Narragansett Bay, RI, and Buzzards Bay, MA, are described in §§ 167.251 and 167.252. The geographic coordinates in §§ 167.251 and 167.252 are defined using North American Datum 1983 (NAD 83), which is equivalent to WGS 1984 datum.

[USCG–2010–0718, 75 FR 77535, Dec. 13, 2010]

§ 167.251 In the approaches to the Cape Fear River: Precautionary area.

A precautionary area is established bounded by a line connecting the following geographical positions: from 33°47.65' N, 78°04.78' W; to 33°48.50' N, 78°04.27' W; to 33°49.53' N, 78°03.10' W; to 33°48.00' N, 78°01.00' W; to 33°41.00' N, 78°01.00' W; to 33°41.00' N, 78°04.00' W; to 33°44.28' N, 78°03.02' W; then by an arc of 2 nautical miles radius, centered at 33°46.03' N, 78°05.41' W; then to the point of origin at 33°47.65' N, 78°04.78' W.

[USCG–2010–0718, 75 FR 77535, Dec. 13, 2010]

§ 167.252 In the approaches to the Cape Fear River: Traffic separation scheme.

(a) A traffic separation zone is established bounded by a line connecting the following geographical positions:

Latitude	Longitude
33°44.94' N	78°04.81' W.
33°32.75' N	78°09.66' W.
33°34.50' N	78°14.70' W.
33°45.11' N	78°04.98' W.